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PRICES TUMBLE ON BIG RECEIPTS

**Some Fares at New Fish Pier
Will Come Down
to Split.**

The arrival of a batch of off-shores glutted the fresh fish market at Boston this morning in consequence of which prices took a tumble and sales were slow.

Some of the big fellows did not sell at all and intended to come here to take out. The gill netters sent a large consignment of fresh fish on the morning's Gloucester boat and naturally this took the cream of the market.

The largest off-shores arriving were schs. Valerie, Morning Star, Pontiac, Josie and Phoebe, Jeanette and Matthew S. Greer.

Wholesale quotations were \$1.25 to \$2 a hundred for haddock; \$4.75 for large and \$2.50 for market cod, \$3 to \$5 for make; \$2 to \$3 for pollock and \$1.50 for cusk. Halibut brought 12 cents and 10 cents per pound.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Elva L. Spurling, 2500 cod, 10,000 hake, 1000 cusk.
Sch. Laura Enos, 800 cod.
Sch. Eleanor DeCosta, 23,000 haddock, 6500 cod.
Sch. Annie Perry, 14,000 haddock, 5500 cod.
Sch. Valerie, 32,000 haddock, 9000 cod.
Sch. Louisa R. Sylvia, 24,000 haddock, 5000 cod.
Sch. Lucania, 16,000 haddock, 9000 cod.
Sch. Natalie Nelson, 14,000 haddock, 8000 cod.
Sch. Rose Dorothea 4000 cod, 30,000 cusk, 17,000 halibut.
Sch. Morning Star, 35,000 haddock, 7000 cod, 4000 cusk, 1700 halibut.
Sch. Pontiac, 30,000 haddock, 9000 cod, 2000 hake, 1500 halibut.
Sch. Josie and Phebe, 30,000 haddock, 30,000 cod 400 halibut.
Sch. Jeanette, 40,000 haddock, 22,000 cod 12,000 cusk.
Sch. Matthew S. Greer, 60,000 haddock, 5,000 cod.
Sch. W. M. Goodspeed, 5500 haddock, 2000 cod, 2000 hake, 2000 pollock.
Sch. Manomet, 3000 haddock, 1100 cod, 3000 hake.
Sch. Lillian 32,000 haddock, 4100 cod, 13,000 cusk, 1000 halibut.
Sch. Hawk, 500 haddock, 800 cod.
Sch. Olivia Sears, 2100 cod.
Sch. Eva Avina, 3500 cod.
Haddock, \$1.25 to \$2 per cwt.; large cod, \$4.75; market cod, \$2.50; hake, \$3 to \$5; pollock, \$2 to \$3; cusk, \$1.50; halibut, 12 cents for white and 10 cents for gray.

Vautier Going Seining.

Sch. Victor will engage in southfish mackerel seining under command of Capt. John F. Vautier. Capt. Vautier expects to sail about the 18th of the month.

ONE FARE DOWN HERE TO SPLIT

**Gill Netters Did Not Fare So
Well Yesterday—Landed
About 90,000 Pounds.**

Sch. Jeanette was the only arrival down from Boston up to noon although others are expected to bring part of their trips here to split.

The gill netters did not fare so well as the previous day, although average catches ruled. The total receipts of the day was 90,000 pounds, which was shipped.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
Str. James M. Gifford, gill netting, 6500 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 4500 lbs. fresh fish.
Str. Venture, gill netting, 1500 lbs. fresh fish.
Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 4500 lbs. fresh fish.
Str. Sunflowers, gill netting, 4600 lbs. fresh fish.
Str. Anna T., gill netting, 5000 lbs. fresh fish.
Str. Ethel, gill netting, 6000 lbs. fresh fish.
Str. Gertrude T., gill netting, 6500 lbs. fresh fish.
Str. Bessie A., gill netting, 500 lbs. fresh fish.
Str. Water Witch, gill netting, 5000 lbs. fresh fish.
Str. Medomak, gill netting, 2500 lbs. fresh fish.
Str. Dolphin, gill netting, 2500 lbs. fresh fish.
Str. Bryda F., gill netting, 700 lbs. fresh fish.
Str. Sawyer, gill netting, 6000 lbs. fresh fish.
Sch. Jeanette, via Boston, 40,000 lbs. fresh fish.
Str. Isben, gill netting, 2800 lbs. fresh fish.
Str. Alice, gill netting, 1900 lbs. fresh fish.
Str. Quoddy, gill netting, 900 lbs. fresh fish.
Str. Rough Rider, gill netting, 2600 lbs. fresh fish.
Str. Bethulia, gill netting, 5000 lbs. fresh fish.
Str. Evelyn H., gill netting, 1800 lbs. fresh fish.
Str. Mary L., gill netting, 16,000 lbs. fresh fish.
Str. Geisha, gill netting, 5500 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 3000 lbs. fresh fish.
Str. Robert and Edwin, gill netting, 700 lbs. fresh fish.
Str. Mystery, gill netting, 900 lbs. fresh fish.
Str. Julia May, gill netting, 3200 lbs. fresh fish.
Str. Lorena, gill netting, 800 lbs. fresh fish.
Str. Quartette, gill netting, 1500 lbs. fresh fish.
Str. Randolph, gill netting, 1000 lbs. fresh fish.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 4c per lb. for white, 12c for gray.

LARGE FARES AT NEW FISH PIER

**Trade is Dull, Prices Low
and Splitters Will Get
Good Share.**

But few new arrivals were reported at the new fish pier this morning, although four nice fares were included in the lot.

Sch. A. Piatt Andrew hailed for 85,000 pounds, sch. Frances J. O'Hara, Jr., 109,000 pounds and sch. Thomas S. Gorton, 80,000 pounds. The steam trawler Wave had 111,000 pounds, including 15,000 pounds scrod.

Trade was dull and prices continued low. Wholesalers paid \$1.25 to \$2.50 a hundred for haddock \$5.25 for large and \$2.25 for market cod, \$3 to \$5.50 for hake, \$3 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. A. Piatt Andrew, 70,000 haddock, 9000 cod, 2000 cusk, 1000 pollock, 2500 halibut.
Sch. Frances J. O'Hara Jr., 75,000 haddock, 30,000 cod, 4000 cusk.
Sch. Genesta, 7000 haddock, 3000 cod, 2500 cusk.
Sch. Waltham, 9000 haddock, 3000 cod, 8000 pollock.
Sch. Buema, 12,000 hake, 5000 cusk.
Str. Wave, 105,000 haddock, 6000 cod.

Sch. Elizabeth W. Nunan, 1600 cod, 16,000 hake, 5000 cusk.

Sch. Richard T. Nunan, 1500 cod, 7500 hake, 4000 cusk.

Sch. Thomas S. Gorton, 57,000 haddock, 12,000 cod, 10,000 cusk, 2000 halibut.

Haddock \$1.25 to \$2.50 per cwt.; large cod \$5.25; market cod \$2.25; hake \$3 to \$5.50; pollock \$3; cusk, \$1.50.

NO TROLLEY TO NEW FISH PIER

Directors of the Port of Boston and the officials of the Boston Elevated road are still at variance over plans to improve the car service leading to the new Commonwealth pier in South Boston. Arrangements for reaching the new docks by street car service are still in abeyance.

A feature of the original transportation plans considered in connection with the opening of this section of Boston's new waterfront was a branch trolley line to run from the Summer street extension over the steel viaduct directly to the heads of the pier. W. F. Fitzgerald and Francis Bowles, a sub-committee of the port directors, have conferred with the officials of the Elevated during the past two weeks on the construction of the proposed branch line.

The Elevated decided that the cost estimated at \$20,000, would not be recompensed by the amount of traffic, and it refused to bear the burden of building the line. The road made a compromise offer, whereby the port directors were to pay for the construction of practically the whole trackage, while the Elevated paid for switches and the "overhead" work, including the poles and wiring.

This would mean a cost of \$14,000 to the Port Directors and of \$6000 to the Elevated. The Port Directors decline this offer and at present the negotiations are at a standstill.

A line passing the South Station and running over Summer street extension into South Boston, is the only route available to those seeking the Commonwealth Pier. This line is separated from the new waterfront by a wide stretch of "half made" land and is a quarter of a mile from the piers.

The fish men say that tons of fish could be shipped directly from the wharves to the cities and towns of New England if a direct service to the piers were established.

Porto Rico Fish Market.

During the past week our general market conditions have remained practically unchanged. Distribution keeps pace with arrivals, but the shipments of poor quality tend to maintain market values at a lower level than the light total receipts would otherwise warrant.

We quote about as follows on usual "net ex wharf" basis and for superior quality: Small to medium codfish, \$3 to \$3.25; large codfish, \$3.25 to \$4; pollock and haddock, \$2.25 to \$2.50. Reported by S. Ramirez & Co.

Pigeon Cove Arrivals.

Fishing crafts in harbor at Pigeon Cove over night were the Margaret, Nettie, Maxwell, Florida, Sylvester, W. H. Clements, Nautilus and Mabel E. Leavitt. The only boats out were the Maxwell and Margaret with 300 lbs. each.

Monday's arrivals were as follows: Florida, 1400 pounds; Nettie, 700 lbs; Sylvester, 700 pounds; Margaret, 700 pounds; Mabel E. Leavitt, 500 pounds.

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M. H. NICKERSON

WILL AID CAUSE

Writes A. P. Andrew Commending His Plan to Secure Concessions for Our Fishermen, and Tells What He Will Do to Help.

Moses H. Nickerson, known as the "fishermen's friend," a former editor of the Clark's Harbor, N. S. Coast Guard and who has made a number of pleasant calls at the Times Office when visiting in this section has enlisted himself in support of the American fishermen's cause to secure concessions and more privileges for the Americans in Newfoundland and Canadian waters and has had some very interesting correspondence with A. Piatt Andrew on the matter.

Nearly every fisherman knows of Moses S. Nickerson, either personally or by reputation. It was the former editor who has always championed the cause of the fisherman of Nova Scotia and Canada and now he has come to the aid of the American fishermen by pledging his active assistance in securing those concessions which are most desired.

Mr. Nickerson's views are set forth in the following correspondence:

463 Meridian St.,
East Boston, Mass
Mar. 17, 1914

A. Piatt Andrew, Esq.,
Gloucester, Mass.

Dear Sir:

I beg to acknowledge, with many thanks, receipt of your recent favor, enclosing a copy of the letter forwarded to Secretary Bryan.

This furnishes me with the very information I most desired. Your presentation of the case, as contained in that letter, exactly agrees with my own views on the subject, as well as with the views of influential parties in the Provinces, whose cordial support I hope to have in pushing this matter to a conclusion which, I am sure, will be of mutual benefit. So there will be a unity of effort on each side of the question, which appears the same from our respective standpoints. This in itself ought to go a great way toward convincing the authorities in either country.

I am in correspondence with some members of the Canadian parliament who are from the Maritime Provinces and therefore, ought to be interested in a subject of so much importance. Then, I am asking members of the Provincial Assembly to move a resolution memorializing the federal government to that effect; and lastly, I am trying to get the various boards of trade lined up on the same side.

With all this machinery set in motion properly, we may look with confidence for some result.

As a first move, we do not ask our government to revise the old treaty of 1818, as that would involve too much diplomacy and take too much time. We simply request that the fee for the present modus vivendi licenses should be reduced to the uniform sum of \$1.00 (one dollar) each; just sufficient to pay collectors for issuing the licenses. Under this proposed agreement, which the Dominion could make, at short notice, by an order-in-council, your vessels would enjoy all the privileges which you have specified in the note to the state department. This would be a simple way of solving the difficulty at once, and other details could be attended to later, in the customary international way, if desired.

I would be glad if you would tell me how you regard this last proposition.

Faithfully,
(Signed) M. H. Nickerson.
Gloucester, Mass.,
Mar. 18, 1914.

Mr. M. H. Nickerson,
463 Meridian St.,
Boston, Mass.

Dear Sir:

I am greatly pleased with your letter of March 17, and the assurance of the assistance which you are giving to the plan for improving the relations between our fishermen and the Canadian provinces. My idea has been that we shall make no modification of the treaty but that our State Department should send a representative directly to Ottawa and to St. Johns to ask those governments to issue such an order as would practically eliminate the charge for the modus vivendi licenses and would extend them to cover motor equipped vessels and also would allow our vessels in addition to the privileges which they now enjoy under the licenses, to repair their fishing gear in the Canadian and Newfoundland Harbors. The Secretary of State promises to ask the British Ambassador whether there would be any objection to such direct negotiation with the Canadian government, and if there were no such objection my understanding was that he would take the matter up in the near future.

Sincerely yours,
A. Piatt Andrew.

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463 Meridian St.
East Boston, Mass
Mar. 24, 1914.

Hon. A. Piatt Andrew,
Gloucester, Mass.

Dear Sir:

I am very glad to learn, from your recent letter, that your government will probably send a representative to Ottawa, at an early date, in connection with this fisheries matter. The authorities there have had their attention repeatedly called to this subject, during the present session of parliament, and whenever overtures are made to them from the Washington government, I trust they will be ready to act, by an order-in-council, along the desired lines, without reference to any imperial convention whatever.

Meantime we propose to keep the ball rolling on our side of the line, that is, as far as the Dominion of Canada is concerned. As I remarked before, we are aiming to bring about the same results as those outlined in the joint note of your board of trade and Master Mariners, though our plan of campaign is necessarily different. We are certainly working towards the same end, and this agreement should be a pretty good guarantee of success.

All the leading politicians with whom I have corresponded express themselves favorably.

I shall keep on writing occasional letters to the press, namely in order to remove some ancient prejudices which may linger in certain sections of the provinces.

Faithfully yours,
(Signed) M. H. Nickerson.

Pensacola Arrivals.

Arrivals at Pensacola during the week of March 15 docked as follows:

Snappers. Groupers.		
Frances V. Silva	15,965	16,670
Priscilla	2,300	1,000
Alcina	27,470	6,910
T. J. Carroll	22,645	11,785
Albert Geiger	16,047	7,565
Maud Silva	22,470	14,200
Clara Sewell	17,995	8,555
Hope	22,260	19,575
Mary B. Greer	36,775	13,390
Halcyon	10,000	6,000
Galatea	6,135	1,000

For the week of March 22:

Snappers Groupers		
Emma Wixon	31,115	1,000
Ociola	11,405	4,965
Galatea	2,500	...
Emma Geau	15,970	8,160
Wm. Hays	17,000	3,000
Caviare	20,930	4,140
Ida M. Silva	11,850	1,075
Nettie Franklin	34,475	28,095
Lottie Haskins	16,705	8,480
Clara Littlefield	16,205	4,470
Cavalier	8,645	2,245
Fish Hawk	20,680	10,835
L. F. Harper	3,870	1,785
Dorothy	18,055	8,440
Kwasind	17,585	8,440
Clara Howard	13,870	10,785
Lettie Howard	13,645	6,410

Portland Fishing News.

Fish receipts Monday were the heaviest for a long period, most of the local fleet being in with good catches, several vessels having over 20,000 pounds each, the total amount landed being in the neighborhood of 150,000 pounds. The gill netters were all in with fair catches and a dozen or more boat fishermen helped to swell the receipts. The market is now fully supplied and prices are about as usual for the season of the year except for haddock, the range for which is above the normal.

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Pensacola Fishing News.

Fourteen vessels arrived during last week with extra heavy catches of "deep-sea beauties" and the fishermen consequently were well repaid for their trips.

The largest catch was brought in by the Nettie Franklin, which reached port Friday, consigned to the Saunders Fish Company, and which brought 25,000 pounds of snappers and an equal amount of groupers. The largest catch of snappers was reported by the Mineola, of the Warren Fish Company, which brought in a total of 28,070 pounds, with 8,190 pounds of groupers. The entire catch for the week follows:

	Snap.	Group.
Nettie Franklin	25,000	25,000
Favorite	15,390	5,380
Rena A. Percy	24,155	13,310
Saladin	25,095	5,180
John M. Keen	14,825	5,035
Ruth A. Wells	11,845	9,060
Algoma	22,370	7,35
Mineola	28,070	8,190
Chicopee	15,945	21,265
Halcyon	8,875	8,245
Seaconnet	12,435	8,800
Mary E. Cooney	18,809	9,080
Emily Cooney	19,870	2,995
Ariola	26,000	...
Totals	268,684	128,850

Norway Catch Grows.

The Norwegian fishery keeps piling up, and it is now thirty-five million fish to last report, while the figures to the same period last year were seventeen and a half million. The present year's figures indicate the largest catch for the Norwegians for 20 years although the same ratio of increase may not be maintained to the end of the voyage. Norway is among the keenest of our competitors, and her big catch the present year will have to be reckoned with. Fortunately, the tail end of our voyage of last year is being disposed of at fair figures, but high opening prices for the new season's goods are not probable from present outlook.—St. John's Trade Review.

Fitting for Drifting.

Sch. Hattie A. Heckman is being fitted out by Capt. Stillson Hipson for fresh Rips fishing. She will be the first of the fleet to leave and will go to Boston tomorrow for bait.

Salt Fish.

Under a steady demand and light supplies, the codfish market is firm says the Fishing Gazette. No changes in price are reported, however. The Porto Rico market remains in an unsatisfactory condition.

The latest reports from Norway are to the effect that the spring catch of codfish is considerably ahead of this date last year. The fishermen are now expecting at least 100,000,000 fish for the season. The large catch up to the present has, however, not affected prices, because none are ready for market.

NEWFOUNDLAND SHOWS HER HAND.

In its recent issue the St. John's Trade Review makes comment on the American fishermen's appeal for concessions and privileges at Newfoundland and Canadian ports, and says that the Island Colony owes Gloucester no thanks that the tariff was changed so their fish was admitted free; that Gloucester had its chance and did not avail of it and must now abide by the consequences of its own selfish action.

The article says:

A deputation of men representing Gloucester fishery interests was sent to Washington last month, to submit a memorial to Mr. W. Jennings Bryan, Secretary of State, on the subject of the disabilities under which Gloucester is suffering since the free entry of foreign fish into the United States was allowed. While tacitly accepting the free fish tariff as inevitable and irrevocable, the Gloucester men in their memorial, want to have renewed the old privileges, which they were allowed under the old Reciprocity treaty which permitted United States fishing vessels to purchase licenses for bait, ice, and supplies, and for the shipment of crews.

Lost Their Chance.

It will be remembered that Newfoundland offered a continuance of these privileges to the United States under the Hay-Bond Treaty, in exchange for free entry for our fish and fish products into the states; but that treaty was never ratified by the United States legislature, mainly because it was so strenuously opposed by the very people who are now memorializing the United States Secretary of State. All unwittingly, the Gloucester people were our best friends at that time, for, by opposing the Hay-Bond treaty, they postponed a settlement of the question till we were enabled to get free fish without giving any of the privileges now again being sought so eagerly by the Gloucester fishing interests.

What They Want.

In their memorial, the Gloucester men say that they desire to get, as far as possible, a renewal of "the privilege granted under modus vivendi, which was cancelled in 1906, an arrangement which allowed fishing vessels to purchase licenses for bait, ice and supplies, and for the shipment of crews. It was cancelled soon after the refusal to adopt the Hay-Bond treaty, under which such commercial and fishing privileges in Newfoundland waters were offered in exchange for the privilege of free entry of fish in this country. We should not consider it advisable today to ask for all the privileges which Newfoundland offered under the Hay Bond treaty. But we should like equal privileges with the British fishing vessels in the matter of entering their ports for bait, ice and supplies, for repairing fishing gear and for the shipment of crews, and we

should hope that such privileges might be granted to all of our sailing vessels, whether equipped with motor power or not, without more than a nominal charge."

What They Fear.

In their memorial the Gloucester men say: "One cannot exaggerate the seriousness of the situation which confronts the New England fisheries. We have given our Canadian rivals everything that they have been seeking for years, and we have asked for nothing in return. And now if something cannot be done to place our fishermen upon a more equal footing with the fishermen of Canada and Newfoundland it is only a matter of time when most of the American fishing vessels will be transferred to British ports, and the fishing business, which is one of the oldest practiced in the New England seaboard cities will become of unimportance. It has already practically disappeared from Marblehead, Newburyport, New Bedford and other New England towns, but Gloucester still remains one of the greatest, if not the greatest fishing centers in the world."

Their Appeal.

The appeal in the concluding sentence of the memorial is put as strongly as possible, and we have no doubt that the United States Government will use its best powers to obtain the concessions asked for. Here is how our Gloucester friends finish up: "We hope therefore, that you will be interested in preserving this historic industry, and that you will endeavor through diplomatic channels to secure for our fishermen some equality of privileges in the Canadian harbors in exchange for the equality of privileges which we have given to their fishermen in our markets. Unless some such concessions can be obtained, in another generation many branches of the American fishing industry will have disappeared."

Don't Thank Them.

One would think from the manner in which our Gloucester friends speak that they always favored the free admission of our fish into the markets of the United States, and that their friendly attitude entitles them to bait and other concessions at our hands. The facts are, however, all against assumption, and we owe them no thanks for the recent change in American tariff, by which our fish is admitted free. Indirectly we owe our present free entry to the United States markets to the high price of beef, which has driven the consumer of the United States to call for more and cheaper fish. Gloucester had its chance, and did not avail of it, and must abide by the consequence of its own selfish action.

'Steamer Seal in Ice Jam for Week.

The Halifax steamer Seal is jammed in the ice in the Gulf of St. Lawrence, 500 miles from Entry Island, according to a wireless message. The message said that the steamer, with 6000 seals aboard, had been held fast for a week.

Will Go Porgying

The steamer James M. Gifford after lifting her nets tomorrow will haul out of gill netting and leave for her home port, Stonington, Connecticut, to engage in the summer porgie fishing.

Alewives Running Freely.

Alewives are running freely at Edgartown, says a despatch to the Times and are selling at 75 cents a hundred.

ROBINSON'S COD CATCHER SAILS

Former Gloucester Fishermen in Crew of Big Anacortes Salt Banker.

Bound for the Bering sea on her maiden trip as a codfisher, the schooner Wawona, flagship of the Robinson Fisheries companies' fleet, cleared from Anacortes last Tuesday morning after outfitting and preparing for her first annual fishing cruise at Anacortes.

The Wawona is in command of Captain Charles Foss, the veteran master of the Robinson fleet and carries a crew of 42 men. She is the largest, newest and finest vessel engaged in the codfishing industry out of Puget Sound.

The ship carries 25 fishing dories, 310 tons of salt and provisions for a seven months' cruise.

In spite of the fact that a great amount of work had to be done in converting the Wawona from a lumber carrier into a fishing ship, she was one of the first of the Puget Sound fleet to put to sea and sailed a week later than the company's schooner Alice.

The Wawona was towed to Smith's island where she met a favorable breeze and proceeded on her way under her own sails.

Those who will operate the Wawona on her first fishing cruise are: Charles Foss, captain; O. E. Lund, boatswain and first salter; Sam Ostman, boatswain's mate; Emil Isaksen, second mate; fishermen—Albert Meinseth, Emil Sundby, Chris Norwick, Otto Sandberg, Nils Johnson, Lawrence Ellingsen, Kristan Svendsen, Oscar Hansen, Harry Helgeson, Alfred Larson, A. L. Olson, Lee Waldrath, Olaf Haagenston, A. Larsen, John Wotland, Peter Anderson, Ole Dahll, Christ Wick, G. Nelson, A. W. Nelson, J. Hamm and O. Anderson.

Sam Sampson, first splitter, James Naro, second splitter; Fred Hansen, second salter; Tom Halverson, cook; Nelson Paul, cook's helper; dressgang—William Cleasy, Pete Uphouse, Leonard Cowden, Samuel Hughes, Houston Hopkins, John Healey, W. Furst, Fred Wright and Walter Howard. Tom Hyland, watchman and Frank Martin, oil man.

The Wawona was purchased early this year by W. F. Robinson, president of the Robinson Fisheries, to take the place of the company's schooner Joseph Russ, which was wrecked on her way to Bering sea April 20, 1912. She was built in Humboldt, California, for the lumber carrying trade and was purchased by Mr. Robinson from the Dolbeer-Carlson Lumber Company of San Francisco.

The vessel has a gross tonnage of 468 tons and a net tonnage of 413 tons. She has a length of 156 feet over all, breadth of 36 feet and a depth of 12.3 feet. She is an exceptionally staunch vessel and in as good condition as when turned out of the ship yards.

She was brought to Anacortes from Aberdeen early this year and converted into a codfisher and outfitted for her trip.

Captain Foss has been master of ships for the Robinson Fisheries Company for the past 11 years and was in command of the schooner Joseph Russ when she was wrecked.

SAYS CANADIANS GET BEST OF

Says the Boston Traveler-Herald editorially:

Sundry defenders of the Democratic tariff have been pointing to Gloucester as an example of the unexpected benefits of the new schedules. So careful a newspaper as the New York Times has joined in the chorus, asserting Gloucester, instead of suffering by removal of duties on fish, was reaping just that much extra profit. It would be all lovely for the Gloucester fish packers even if not for the consumers, if it were true, but it is not. Reports upon which the tariff defenders have based their deductions were put out for purposes other than furnishing accurate information to the public. Mr. Sylvanus Smith, who, 50 years has been familiar with the ins and outs of the Gloucester fishery has written a letter protesting against the circulation of false reports which are injurious to an industry in which the whole state properly takes an interest.

Well informed persons in Gloucester know that the persons who have been getting the advantage of the tariff changes on fish are the Nova Scotia and the Norwegian fishermen. It has been represented that the packers have been pocketing as extra profit an amount that was formerly paid in duties. That is offered, apparently, as an explanation for the fact that there has been no benefit accruing to the consumer.

The fact is that many Gloucester fishing vessels have been sold to Nova Scotia interests where lower wages and lower cost of supplies make it possible to operate them at a profit. To get all the fish they needed, Gloucester fish packers have bought the catches of Nova Scotia and Norwegian fishermen and these three men, taking advantage of the shortage of supply, have added to the regular price the amount formerly paid as duty. In other words, they have been given access to the American markets and demand a premium for that privilege.

Meanwhile the cost of living does not seem to respond to the persuasive methods of reduction.

FISHER MAKES AMBERGRIS FIND

Capt. William Black, the well known Bailey Island, Casco Bay, fisherman is reported to have made a lucky find a few days ago in the shape of several pounds of ambergris. Although hardly worth its weight in gold, as is generally supposed, the article is valuable and the genial skipper is receiving many congratulations from his brother fishermen on his good luck.

Took Salt for Banking.

Sch. Blanche has taken in her first haul for salt trawl banking and will start away the first of next week.